

Calgary



ChargeYYC

MULTI-RESIDENTIAL PILOT PROGRAM
PHASE 2 APPLICATION GUIDE



Table of contents

PROGRAM ADMINISTRATION	1
PROGRAM COMMUNICATIONS	1
INTRODUCTION	3
AVAILABLE REBATES	4
TECHNICAL REQUIREMENTS	5
ELIGIBLE COSTS	6
INELIGIBLE COSTS	6
ELIGIBLE APPLICANTS AND PROPERTIES	7
HOW TO APPLY	9

Program administration

The ChargeYYC Multi-residential Pilot Program (“ChargeYYC” or the “Program”) is administered by The City of Calgary (“The City”). The City is responsible for overall Program management and oversight of the administration of the Program. The City reserves the right to modify or cancel any component of the Program at any time without notice.

Program communications

All Program information, resources and application forms will be made available on the Program webpage at calgary.ca/chargeyycc. Program Terms and Conditions, timelines and other details are subject to change. In the event of any inconsistency between the Terms and Conditions and this Application Guide, the Terms and Conditions will govern. Stay up to date on Program launch dates and other updates by visiting the Program webpage regularly and by signing up to [*The City's Electric Mobility Newsletter*](#).

Program application and participation information will be made public on the Program webpage in advance of any application intakes. Check your eligibility in advance and find out all the information you'll require for when it's time to submit.

Enquiries related to the administration of the Program including, but not limited to, eligibility requirements and application processing, should be directed to electricmobility@calgary.ca.

DISCLAIMER

This guide is not meant to provide specific technical advice for any property. We recommend that ChargeYYC applicants consult with qualified professionals to ensure that any retrofits to their property are completed in a technically feasible and safe way that complies with all applicable laws, bylaws, orders, ordinances, standards, codes and rules, requirements, licenses and permits of all lawful authorities, manufacturer's specifications; and, if applicable, the electric authority having jurisdiction.

None of The City or its officers, employees, contractors, consultants or agents will be liable under any theory of relief or recovery to the Participant for any damages of any kind or nature arising at law or in equity (whether in negligence, because of breach of contract, in tort or under any other provision of law) including, but not limited to, property damage, direct or consequential losses, economic loss, or personal injury, that arises from or is related to anything done under the Program.

EV technology is evolving quickly and best practices for EV charging installation may change over time. The information in this document is considered current as of the time of publication, in August 2025. Industry best practices may change in the future.



Introduction

Transportation is one of our main sources of air pollution and greenhouse gas (GHG) emissions. In Calgary, transportation makes up approximately 33 per cent of our annual GHG emissions. To meet the goals of the [*Calgary Climate Strategy*](#), we need to make it easier for more Calgarians to walk, wheel or take transit instead of driving. But for people who still need to or choose to drive, we need more car trips be completed using vehicles with low or no tailpipe emissions. Electric vehicles (EVs) are the most widely-available option for zero-tailpipe-emission vehicles today.

According to the most recent census, 38 per cent of all occupied dwellings in Calgary are in multi-residential properties.¹ Multi-residential properties pose unique challenges when it comes to installing EV charging infrastructure compared to single detached dwellings or duplexes. In general, it's more technically complicated to install charging infrastructure in a multi-residential property, and as a result, significantly more expensive.

Since there can be many different owners and decision-makers in multi-residential properties, it is also administratively more difficult to get this infrastructure in place. While someone in a detached home may decide to install an EV charger in their house's garage and get started immediately, EV owners living in multi-residential properties may need permission from multiple entities to proceed.

Because of these complexities, we want to support Calgarians living in multi-residential properties through this pilot program. We also want to learn from the experiences of Calgarians participating in this program to help inform City policies related to public charging and EV charging at home in the future.

ChargeYYC provides funding to owners and managers of condos, apartments, townhouses and rowhouses to install EV chargers in their buildings or to make their properties "EV Enabled" (as explained in further detail below). The Program is part of The City of Calgary's ongoing commitment to prepare for the future of transportation and reduce greenhouse gas emissions in Calgary.

ChargeYYC is divided into two phases. Phase 1 provides a rebate for completing an EV Charging Road Map for planning EV charging upgrades. Phase 1 does not provide any rebates for the installation of EV charging infrastructure. Phase 2 provides a rebate for installing EV charging infrastructure in accordance with the EV Charging Road Map or an equivalent EV charging plan. This Application Guide contains Program requirements and guidance for applicants to Phase 2 of the Program.

¹ 2021 Census of Population, Statistics Canada.

Available rebates

Phase 2 of ChargeYYC offers two rebate levels:

EV Enabled Rebate

The EV Enabled Rebate applies to the costs of making a property EV Enabled. This rebate covers costs associated with adding necessary electrical infrastructure to make a property EV Enabled and does not include the costs of adding charging equipment. Detailed requirements are provided in the technical requirements section below.

- Participants will be reimbursed 50 per cent of the eligible costs of making a parking stall EV Enabled (excluding costs associated with the charging station itself), up to \$6,000 per parking stall. The maximum EV Enabled Rebate is capped at \$90,000 per property.
- Infrastructure upgrades that are required to accommodate EV energy management systems (EVEMS) for Level 2 charging equipment may be considered as EV Enabled Rebate costs.



EV Charger Rebate

The EV Charger Rebate applies to the additional costs of adding Level 2 charging equipment. This rebate is available only for participants who are concurrently making their property EV Enabled through the EV Enabled Rebate and **does not apply as a standalone rebate**.

- Participants can receive up to 50 per cent of purchase and installation costs of eligible, new Level 2 (208V or 240V) charging stations to a maximum of \$1,000 per station. The maximum EV Charger Rebate will be capped at \$10,000 per property.
- Single-port stations count as one charging station; dual-port stations count as two charging stations. As such, participants may be eligible to receive up to 50 per cent of eligible costs, to a maximum of \$2,000 per dual-port station, to the maximum of \$10,000 per property.

Where a participant applies for both the EV Enabled Rebate and the EV Charger Rebate, the total maximum Program rebate is \$100,000 per property.

Funding under this Program may be stacked with other available EV charging incentives (e.g., [Alberta Municipalities Electric Vehicle Charging Program](#)). If the participant has received or will receive funding through any other program, the amount of the Phase 2 Rebate will be capped to ensure it does not exceed 100 per cent of eligible costs.

The rebate amount will be determined following submission and review of the final engineering site design and construction estimate. Participants will be required to sign an agreement with The City confirming the total rebate amount for which they are eligible and confirming agreement with the Program Terms and Conditions.

Funding

Funding will be distributed at two milestones:

1. **Submission of engineering site design** – 30 per cent of the rebate amount will be distributed following receipt by The City of final engineering site design stamped by an engineer licensed to practice in Alberta.
2. **Receipt of proof of payment and installation** – 70 per cent of the rebate amount will be paid after The City has received all invoices for eligible costs and any other supporting information reasonably required by The City, and The City has confirmed that all Phase 2 requirements have been met.

Technical requirements

EV enabled upgrades

To be considered EV Enabled for this Program, a parking space must have **one** of the following adjacent to the stall:

1. A termination point in an electrical wiring installation to power Level 2 charging. The installation termination point may be a junction box wired to accommodate a 208V/240V L2 charger or a 240V outlet. Adequate electrical capacity* must be available to the wired outlet to power the L2 charger. Or,
2. A **newly-installed** L1 (120V outlet) designated solely for EV charging will be considered EV Enabled for the purposes of the Program.

*The property's service must have adequate electrical capacity to supply all connected loads. To determine if a property's service has adequate electrical capacity, an electrician or engineer must perform a load calculation based on Section 8 of Part 1 of the Canadian Electrical Code. If the load calculation determines that a property's service does not have adequate capacity, any additional electrical loads such as EV charging can be connected to the property's service and mitigated by installing an approved EVEMS.

EV charging equipment²

Chargers must:

- Be approved for sale and use in Canada (cUL, ULC, cETL, CSA or cQPS certification).
- Be a Level 2 (208 or 240V) station and feature a SAE J1772 standard plug head.
- Be purchased, not leased.
- Be a permanent installation.
- Be new, not used or refurbished.
- Be for a new installation or expansion of an existing installation (not for the replacement of an existing installation).
- Be installed by a licensed electrical contractor.
- Networked chargers must communicate to other stations and/or to a server or the cloud through cellular/wireless signal or software-connected vehicle communications via connection to a central system and internet communication such as open protocol (e.g., OCPP, OpenADR or other) or a proprietary system.
- Stations must remain networked for a minimum of two years. Exemptions for private parking and private electrical panels may be considered on a case-by-case basis.
- All work performed must comply with all applicable local codes and bylaws, including adherence to fire safety codes and best practices.

² [Electric vehicle charging - Natural Resources Canada](#)



Eligible costs

The following are eligible costs for the **EV Enabled Rebate**:

- Engineering design services
- Electrical and communication infrastructure installation from and including the junction box or 120V outlet, back (i.e., not for charging stations as that is separate)
- Labour and construction costs for the installation of the EV Enabled infrastructure from and including the junction box, back (i.e., not for charging stations as that is separate)
- Electrical and other related permits
- Fees to upgrade existing electrical services

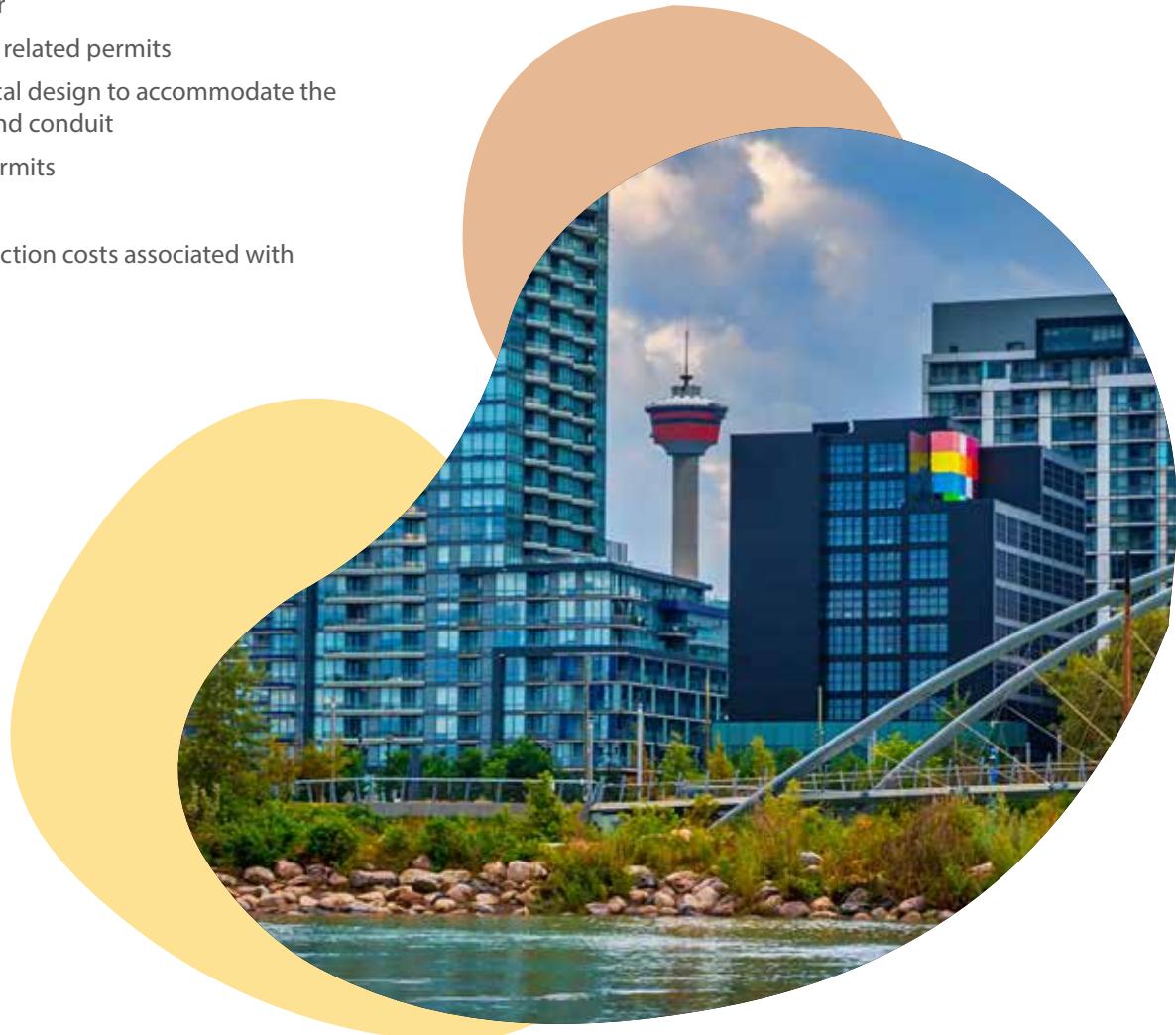
The following are eligible costs for the **EV Charger Rebate**:

- Purchase costs of Level 2 charging station
- Labour and construction costs for the installation of the charging station and associated conduit by a licensed electrical contractor
- Electrical and other related permits
- Parking and electrical design to accommodate the charging stations and conduit
- License fees and permits
- EVEMS equipment
- Labour and construction costs associated with EVEMS installation

Ineligible costs

Costs that are not eligible for the Program include, but are not limited to:

- Transformer upgrade costs
- Installation of non-EV charging infrastructure
- Property administration costs, such as communication between property management and residents, copying or documentation fees
- Painting of the parking area
- Property upgrades already required under regulation, building codes or other programs
- Network connection fees
- Land costs
- Legal costs for applicants



Eligible applicants and properties

The Program is open to legal owner(s), authorized property managers and condo corporations' boards, as applicable, of eligible multi-unit residential buildings.

Eligible multi-residential buildings belong to one of the following three categories:

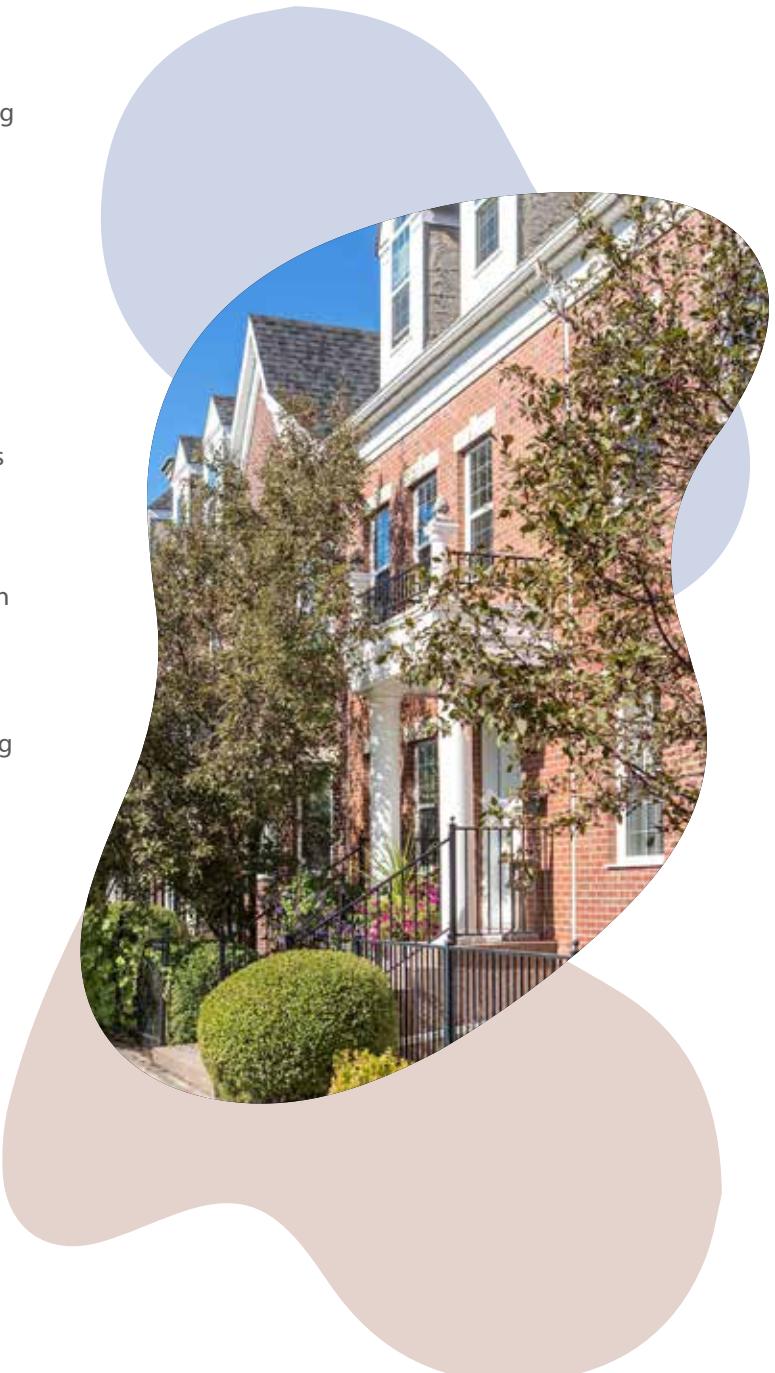
- **Condos** – Individually owned units within a larger building or complex. Owners hold the deed to their specific unit and share ownership of common areas, which are managed by a condo board.
- **Apartments** – Units within a building or complex that are leased to tenants by a single owner or property management company. Tenants pay rent and do not own their units, and the property owner is responsible for building maintenance and management.
- **Rowhouses/townhouses** – Multi-level units that share walls with adjacent units and are owned outright. Owners hold the deed to their specific unit, and buildings may or may not be managed by a condo board.

The multi-unit residential building must be located within Calgary and be fully constructed no later than the application opening date.

Applications to the Program will be evaluated as a cohort. The application opening date for Phase 2 is August 19, 2025 and applications will be accepted until the application closing date of 11:59 p.m. MST on November 18, 2025.

A diverse cohort of participants will be selected to maximize learnings and case studies for the Program. A cohort of participants will be selected by The City at its sole discretion, based on the following criteria:

- Building archetype
- Building ownership
- Building age
- Building location
- Building size
- Parking configurations
- Installation cost considerations
- Charging cost considerations
- Number of chargers added or percentage of chargers installed per total parking stalls



How to apply

Applicants will submit an online application for The City to verify the eligibility of the applicant and property and to be considered for selection for the Program as a participant.

Applications received between August 19, 2025 and November 18, 2025 will be assessed as a cohort and participants will be selected at the sole discretion of The City in accordance with the application criteria listed on the next page.

Before applying, read the ChargeYYC Phase 2 Terms and Conditions.

You will need the following information to submit a Program application:

- An approved EV Charging Plan (i.e., an EV Charging Road Map completed through ChargeYYC Phase 1 or an equivalent study). An EV charging plan will be deemed equivalent if it:
 - Has been completed within the last two years and no changes to the structure have been made following the study; and
 - Includes:
 - Existing electrical capacity at the property
 - Types of chargers (L1/L2) and associated infrastructure proposed
 - Number and locations of chargers and associated infrastructure proposed

- The applicant must contact ENMAX as soon as possible to understand infrastructure requirements that will be necessary to make the property EV Enabled.
 - Applicants should contact the ENMAX Project Intake Team via their [webform](#) or [email](#) to provide details about the load assessment and proposed scope of their proposed project. A member of the ENMAX Project Intake Team will respond to the inquiry and provide details as to what next steps are required. Initiating a project with ENMAX may be required to upgrade infrastructure in the area to support the increased load and/or to complete the scope of construction for the proposed upgrade.
 - Include in your request that you are determining your ability to make building upgrades for electric vehicle charging through The City's ChargeYYC program.
- The individual signing the application must provide evidence of authorization from the property owner (or authorized property manager) or condo board, as applicable, to submit the application.
- Once The City has provided written confirmation that the applicant has been selected to participate in the Program, the participant will have nine months to complete the installation of EV charging equipment and infrastructure. Only eligible costs incurred after this confirmation will be considered for the rebate.

Program timelines and post-program obligations

- Participants will be notified of their selection into the Program in January 2026.
- Participants will complete an engineering site design to determine construction costs and upgrades. Participants will be required to sign an agreement with The City confirming the total rebate amount for which they are eligible and confirming agreement with the Program Terms and Conditions.
- The City reserves the right to request information from participants to verify completion of project work and to conduct site visits of the property within one year following payment of the rebate.

